

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5202

九月八日三月三日

THURSDAY, SEPTEMBER 20, 1906.

四拜禮

九月十二日九月九日

£10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.—
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,250,000
RESERVE LIABILITY OF PROP. 10,000,000

COUNCIL OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq. A. J. Raymond, Esq.
E. Goett, Esq. R. Shaw, Esq.
Hon. Mr. W. J. Gresson N. A. Siebs, Esq.
C. R. Lenman, Esq. H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS URAM.

London Bankers—London and County Banking Company, Limited.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposit is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$10,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow Kobe
Peking Singapore Tientsin Tsinanfu
Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Berlin.

Bayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 26th May, 1906.

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,000,000 (£47,000).

HEAD OFFICE—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Semarang, Sourabaya, Cheribon,

Tejak, Pedalungan, Paseroean, Tjilatap,

Padang, Medan (Deli), Palembang, Kota

Rajah (Acheen), Teluk-Semawe (Acheen),

Bandjernasian.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per cent. per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.
Do 6 do 4½ do.
Do 3 do 3½ do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERINDORG E.

DIPLOMA: PARIS.

Latest Improvements including
PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.

Hongkong, 1st June, 1906.

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

CLASS FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSSSEN & Co.

Hongkong 28th May, 1906.

153

THURSDAY, SEPTEMBER 20, 1906.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via Usual Ports DEVANIA 22nd Sept., See Special
of Call Capt. J. H. Hide, R.N.R. 11. Noon. Advertisement.

MARSEILLES, LONDON and ANTWERP/WASINGAPORE SOCOTRA About 27th
PENANG, COLOMBO, and Capt. W. R. Hickie September Freight only.
PORT SAID 1906

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th September, 1906.

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt this is the Finest Blend of TEA at the Price, to be had in China.

1906 CUMSHAW TEA

LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHOW TEA.

Prices: Including Freight, Duty and Delivery to any address in the United Kingdom
For 10 Catty Box, \$17.50. For 5 Catty Box, \$10.00.

Hongkong, 11th September, 1906.

1906

EMPEROR OF TABLE WATERS.

MIXES EXCELLENTLY WITH SPIRITS.

SOLE AGENTS—

CALDBECK MACGREGOR & CO., WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 17th August, 1906.

146

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, 22nd September,

THE Company's Steamship

“HONAM”

will depart from the COMPANY'S WHARF at 2 P.M.

Returning departure from Macao about 7 P.M.

Return Fare, 1st Class.....\$4.00

“.....returning on Sunday.....\$1.00

2nd Class, available to return on Sunday or Monday 2.00

OTHER RATES AS USUAL.

SUNDAY, 23rd September:

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.

from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

Luncheon and Refreshments supplied on board.

MACHADO'S BAND will play Selections of Music.

Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for, if by Excursion.

W. E. CLARKE, Acting Secretary.

Hongkong, 20th September, 1906.

153

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tsinan, Newchwang, Port Arthur, Seoul, Chembipo, Yokohama, Yonkoku, Nagoya, Osaka, Kobe, Maldura, Kuro, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kitahata, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamanoto and Ida Coal Mines; and

SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotana, Yushio, Yunekibara and other Coal Mines.

S. MINAMI, Manager, Hongkong.

451

THE CITY OF PARIS.

2, PEDDER STREET,

(OPPOSITE THE HONGKONG HOTEL),

MADAME FLINT, Manageress.

SPECIAL LOW PRICES FOR AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS.

Hongkong, 11th September, 1906.

1855

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338 "	W. A. Valentine.
" " "FATSHAN,"	2,326 "	R. D. Thomas.
" " "HANKOW,"	2,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.M.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.		

Sunday Special Excursions leaving Hongkong at 9:30 A.M., and a second departure about 7 P.M.

Note—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
" " "NANNING,"	569 "	O. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yuuki, Mabning, Kunchuk, Kau-Kong, Samsui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak Hing.....Single \$12.50. Return \$21.00.

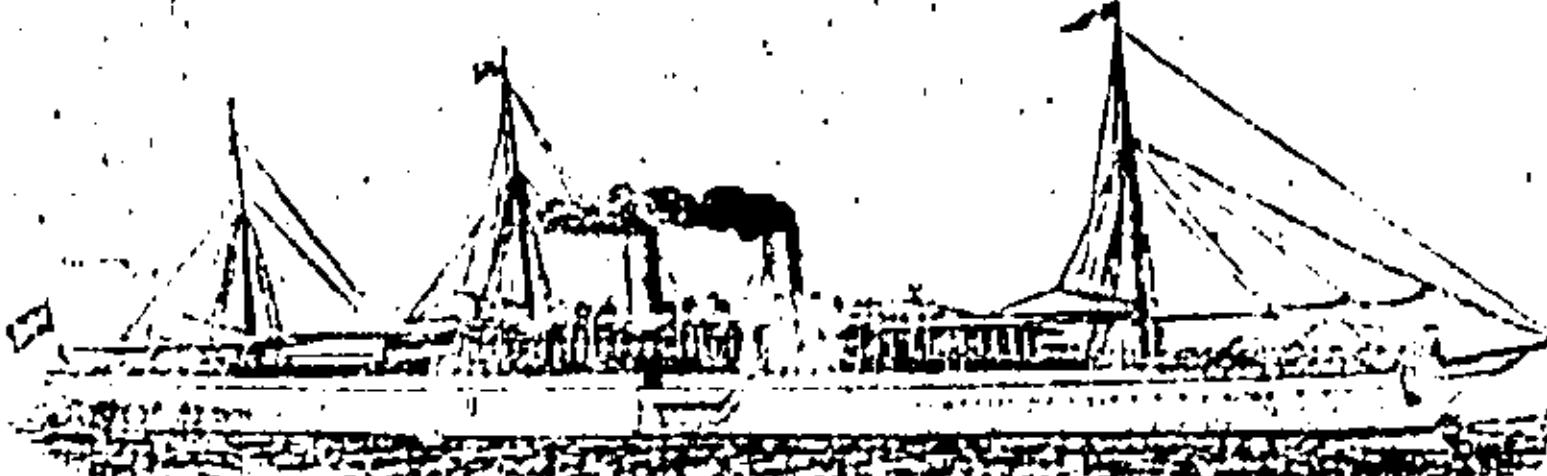
Canton to Samsui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD., Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN,"	6,000	THURSDAY, September 27.....	October 15
"MONTEAGLE,"	6,163	WEDNESDAY, October 3.....	October 27
"EMPEROR OF CHINA,"	6,000	THURSDAY, October 25.....	November 12
"TARTAR,"	4,425	WEDNESDAY, October 31.....	November 24
"EMPEROR OF INDIA,"	6,000	THURSDAY, November 22.....	December 10
"ATHENIAN,"	3,882	WEDNESDAY, November 28.....	December 22
"EMPEROR,"	steamers will depart from Hongkong at 4 P.M.		
	Intermediate steamers at 12 Noon.		

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate.....via St. Lawrence £40. via New York £42.

Steamers, and 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

Hongkong, 12th September, 1906.

F. BLACKHEAD & CO., FURNITURE WAREHOUSE.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE RED HAND BRAND, HARTMANN'S GREY F.A.T. DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1906.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

[13]

ORDERS punctually attended to, and CHANGES most moderate.

[14]

[15]

[16]

Details.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIQ PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITZEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

SAILING DATES.

[17]

[18]

[19]

[20]

[21]

[22]

[23]

[24]

[25]

[26]

[27]

[28]

[29]

[30]

[31]

[32]

[33]

[34]

[35]

[36]

[37]

[38]

[39]

[40]

[41]

[42]

[43]

[44]

[45]

[46]

[47]

[48]

[49]

[50]

[51]

[52]

[53]

[54]

[55]

[56]

[57]

[58]

[59]

[60]

[61]

[62]

[63]

[64]

[65]

[66]

[67]

[68]

[69]

[70]

[71]

[72]

[73]

[74]

[75]

[76]

[77]

[78]

[79]

Intimation.

Intimations.

RUSSIA.

Such we are thine, O Russia—thine such tears
As Rachel, mourning for her children, wept
In Ruma. Serdom passed, still Justice slept
While Despotism's whelps, grown bold with
years.

Thy land-torn peasants robbed: their prayers
With tears.

Were answered; grim, gaunt Famine spectral
crept.

Abrond; where Famine spared the red flame
Leapt,

And bore thy fields no harvest save new fears.

The nations, in thine hour of direst need,
Stood addled by, nor salved thy grievous hurt;

Put thou art risen now; no more inert;

Wilt surely, grandly come into time own,

And reap in joy thy grain in sorrow sown.

The torch of Freedom, ever brightning ray,

Shall yet within thy borders shine supreme;

The dawn is near—fulfilment of the dream

Wherby dark night gave pledge of coming day.

The truth of old shall truly endure for aye—

New forms we frame to word the ancient theme;

New lamps are lighted from the first-lit gleam;

Yet right, not might, comes victor from the fray.

We have been tried and tested as by fire,

We have been sorely sifted, chaff and grain;

Each trial brings your final triumph nigher,

Each sifting proves the kernels that remain—

One fearful, final, sifting, crucial test,

Ever yet with honour from the strife ye rest.

No weapons of a carnal strife ye wield,

Assembled in the Duma's congress hall;

'Tis virtue arms you: like a mighty wall,

Faith is your buttress, your unsilting shield,

As for a nation's life ye take the field

Which, as ye win or fall, shall rise or fall—

Then voice imperative the millions' call;

Nor cease until the millions' fate is sealed.

Men of the Duma, heed your sacred trust,

And guard it well! See that ye give not o'er

While strength is left to give and parry thrust;

Remember, right is might forevermore!

The war you wage is holy war indeed:

A nation's love its saviors' worthy meed.

—Ex.

JAPAN AND THE NORTH POLE.

"YOMIURI" SUGGESTS AN ARCTIC EXPEDITION.

The news of the abandonment of Mr. Wellman's projected airship expedition to the North Pole has moved the "Yomiuri" to exhort its countrymen to take part in the international effort to reach the Pole. We take the following passages from a leading article which appeared in its columns a few days ago:—

When we reflect upon the work of such brave and energetic explorers as Mr. Wellman, we cannot help regretting the fact that our countrymen sadly lack interest and ardour for enterprises of such a nature. Notwithstanding that the result of the Russo-Japanese war has exalted us to the first rank in the comity of nations, our nationals are prone to regard the ascent of Mt. Fuji or a tour in the interior of Siberia or Mongolia as the greatest of adventures. Their small-mindedness and shortsightedness are a cause for pity. Is there not a single daring spirit among the millions of our compatriots who will follow in the tracks of Mr. Wellman, the American explorer, and inaugurate a scheme of Polar exploration? Japan has become a member of the international community, and our exploration and adventurous exploits should take on an international character. Moreover, such an undertaking as the exploration of the Arctic would have a most wholesome effect on the nation, setting aside the primary object of the undertaking. We urge our compatriots of the land of the Rising Sun to arouse themselves in the matter.

THE Japanese vary less in height than any other nation. In Europe the French display the greatest uniformity.

BANGKOK was probably the first city to attain a population of a million. The area of the city was 325 square miles.

THE special correspondents were sent by Montezuma to report on the Spaniards under Cortes when they first landed.

TRADES unions are no new invention. Accurate records of their existence in Roman times have been dug up in Pompeii.

THE greatest mystery of medical science is the exact use of the thyroid gland, which is the seat of the disease known as goitre.

IN a cricket-match at Ticehurst in 1825 a ball was caught on the point of a knife which a woman at a ginger-beer stall was using.

NO county is eligible for the County Championship that has not played at least eight away and home matches with other counties.

THE highest military rank in England is not field-marshall, but Captain-General of the Forces, and can only be held by the Sovereign.

THE ship in which the Britons and the Venetians fought Julius Caesar were of oak, and were painted blue to make them less conspicuous at a distance.

AN angry cow is much more dangerous to face than is a bull, for it fights to kill, and fences with its horns, instead of rushing madly, as does the bull.

NONSUCH House, erected on London Bridge in 1585, was built entirely of wood, no iron being employed in its construction, even for framework. It was four storeys high.

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 19th September, 1906. [926]

Intimations.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI."

FROM COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Mongolia.

From Italy.

From Australia.

From Calcutta, ex S.S. Candia.

From Bombay, ex S.S. Marjan.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th September, 1906. [922]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th September, 1906. [924]

TO LET.

Entimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.
SPARKLING
INVIGORATING
HEALTH-GIVING.

During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
RAINIER.

Per Case of 4 doz. quarts ... \$16.50
Per Doz. quarts 4.20
Per Case of 6 doz. pints 16.50
Per Doz. Pints 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS,

Hongkong, 4th September, 1906.

the relief of the sufferers by the typhoon, the committee having powers to add to their number. On the spur of the moment it was suggested that a preliminary subscription should be taken up on behalf of the unfortunate, and the sum of \$3,600 was thereby obtained. His Excellency contributing \$500, Mr. Sercombe-Smith, the Colonial Secretary, \$100, and the Chinese members \$3,000. The most important statement was made at the meeting by His Excellency, who said that at the meeting of the Legislative Council to-day he would submit a proposal that the Government should contribute towards the relief fund a sum equal to the aggregate amount contributed by the public of Hongkong. We take it that the members of the Council will support the proposition put forward by the president of that body, for in doing so they will have conferred honour on themselves and lustre on Hongkong. It is no platitude to say that Sir Matthew Nathan has never shown the greatness of his heart more conspicuously than in this affair. At a moment when the financial condition of the Colony must be exercising his anxious consideration he has promised to exert his influence to secure the substantial support of the Government to a fund which is undoubtedly required, unless the misery caused by the typhoon is to be further prolonged. It is now the turn of the public to emulate that generosity and sympathy which have ever characterised the community and to build up a subscription fund which shall furnish evidence that, despite all adverse circumstances, the people's heart is in the right place. Hundreds are homeless and on the verge of starvation and it would be a poor tribute to our boasted civilisation if such a state of affairs were allowed to continue. It is unfortunate that nobody is in a position to set forth the actual amount required to relieve the immediate necessities of the unfortunate, but after all that is a minor affair. What is wanted is that all should express in the most tangible form their regard for suffering humanity. The Legislative Council, we have not the slightest doubt, will do its duty; it remains for the citizens to do theirs.

refrain from issuing silver money of that denomination and revert to the usual seven mace two candareens silver dollars in use throughout the provinces. The remarkable departure is, however, that each of the new silver dollars will bear the portrait in profile of His Majesty Kuan Hsi. As most people resident in these parts are aware, it was once a heinous offence to gaze on the living image of the Son of Heaven and the coolie who failed to mark his reverence for the earthly deity while passing from the Forbidden City to the Summer Palace was sure to meet a speedy retribution. From the western point of view, however, the idea of bringing the general appearance of that much-abused coin the dollar into general conformity with the coins of nearly all other countries is an excellent one. In the Straits the dollar in circulation was, a few years ago, adorned by various hieroglyphics which few understood; but all that was changed by the stroke of a pen, and His Majesty's profile is the distinguishing feature of the new Straits dollar. Should the Chinese Government decide that the dollar of the country bear the profile of His Majesty Kuan Hsi then the only remaining country in the Far East to circulate coins of the value of the dollar without the portrait of the ruler of the country will be progressive Japan, whose yen is still picturesquely oriental. While most people will agree that the Chinese would be well advised to adopt the change proposed, there are not a few in this Colony who would accept the dollar, so long as it rang true and remained high, whether it bore an emperor's portrait or the picture of a gossoon.

LOCAL AND GENERAL.

Title: French Mail of the 21st August was delivered in London 19th inst.

DURING the storm last night, a big junk foundered just west of the Harbour Office, another foundering in the centre of the Harbour.

THE Volunteer Concert is cancelled, but it is proposed to give another concert shortly in aid of the destitute boat population of Hongkong.

THE Japanese papers continue to complain of the slowness with which things are moving in North Manchuria in contradistinction to the promptitude shown by the Japanese in the South.

THE Committee of the Peak Club have decided to postpone the band performance which had been arranged for Saturday next. A notification will be sent later to the members as to the date on which it will take place.

THE Colonial Secretary has received the following telegram from the Secretary to the Government of India, Home Department: "Your wire dated 18th September, Venice Sanitary Convention Regulation, withdrawn at Madras."

HIS Excellency the Governor requested the Commodore, yesterday afternoon, to send his fleet of torpedo boats on a cruise around the island with a view to the collection of the dead bodies of those who perished in the typhoon. The Tung Wa Hospital has prepared a large number of coffins for the burial of the corps found in the bay.

We regret a clerical error in our report of last evening, in reference to the amount of damage to bales of cotton yarn at Kowloon. As originally stated it is said that "4,000 bales of yarn, valued at \$500,000 were destroyed." It is quite obvious that the writer had in his mind "4,000 bales," the addition of one cipher through inadvertence being responsible for the error. Instead of "destroyed" it is also clear that "damaged" was really meant.

THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. Present: His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., His Excellency Colonel Darling, R.E. (Commanding the Troops), Hon. Mr. T. Sercombe-Smith (Colonial Secretary), Hon. Sir H. Spencer Berkeley, K.C. (Attorney General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Captain F. J. Baddeley (Captain Superintendent of Police), Hon. Capt. L. A. W. Barnes-Lawrence, R.N. (Harbour Master), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. E. A. Hewett, Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk and Hon. Mr. W. J. Gresson.

ABSENT.

Hon. Mr. Edward Osborne, Hon. Mr. H. E. Pollock, K.C., Mr. A. G. M. Fletcher (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

THE TYPHOON.

HIS Excellency Sir Matthew Nathan said: Gentlemen—Hongkong has just suffered from a catastrophe that has equalled, if not more so, than has previously befallen the Colony. The loss of life and property between the hours of 9 and 11 on Tuesday morning has been, as far as can be at present judged, greater than that incurred in the great typhoon of 1874. None of us is likely to forget the scenes of that morning. First of all, we saw when the typhoon gun was fired at nine o'clock there was a large body of shipping in the harbour; an hour later the atmosphere being again clouded we saw that the junks and small craft had disappeared; that many of the larger ships were aground or in distress. What had happened to

the junk boats was evidenced by the appalling scenes of desolation on the Iraya and the Kowloon shore. I need not, however, dwell on scenes nor recount the losses that we all witnessed and are known to all.

AN OBSERVATORY INQUIRY.

It has been suggested in the Press that much of the loss of life and property would have been avoided if the Observatory had given earlier notice of the approach of the typhoon, and that such earlier notice should have been possible. I see no grounds for believing this possibility. But it is due to the public and also to the Director of the Observatory that an inquiry should be held into it. I have, accordingly, asked the Commodore to detail a Senior Officer of the Royal Navy to preside over a small Committee of which I propose that the other members should consist of the Master Mariner, named by the Chamber of Commerce, and of the Manager of the Eastern Extension Telegraph Company—He will be good enough to serve.

HEROISM.

A bright feature in the gloom of this great calamity has been many acts of heroism and duty performed in saving life by "civilians, police and sailors. I shall cause an inquiry to be made into this so that they may be duly recorded and recognised—(applause).

The Harbour Department has done, I am sure, its utmost and will continue the work already so well performed in clearing the harbour of debris as rapidly as possible.

The Tung Wa Hospital had launches out saving lives as long as it was hoped there were any lives to be saved and has afforded aid, affording succour to the many Chinese left destitute by the loss of their floating habitations.

LIFE SAVERS.

The Commodore consented at my request to send out all craft left to him not themselves damaged to pick up any persons that might be found clinging to any wreckage outside the harbour. Unfortunately, the renewed typhoon brought an end to the period when it might be hoped to save such persons. Two torpedo-boat destroyers on this duty, last night, I am glad to say, were able to regain the harbour this morning. The Commander of the U.S. squadron volunteered to co-operate with our own Navy and his offer was gladly accepted.

SOLDIERS' AID.

The Military Authorities kindly let me have 150 men yesterday to clear wreckage that might cover bodies, and my hon. and gallant friend on my right has been good enough to promise me other working parties to clear what is likely to prevent the business of loading and unloading ships.

The Scheme of Relief.

We have now to consider what steps should be taken to give relief to the large number of Chinese who have lost their homes and fortunes. The majority, unfortunately, also lost their wives and families and so cannot be relieved. The Chinese charitable institutions are, I understand, looking after the immediate needs of those left destitute, but some more permanent assistance is required, and for this I propose that a public subscription should be started.

I consulted yesterday morning the directors of the Tung Wa Hospital, the Po Leung Kok, and the District Watchmen's Committee on this matter, and they agreed to support at once the raising of charitable funds. They agreed also that Dr. Ho Kai, Mr. Wei Yuk, Mr. Fung Wa Chun, Mr. Lau Chu Pak, and the Chairman of the Tung Wa Hospital, Mr. Tung Chi Ngong, to act on a General Committee to which I propose to appoint also Sir Paul Chater, Mr. E. A. Hewett, Mr. W. J. Gresson, the Registrar General and Mr. H. E. R. Hunter, if they will kindly consent to serve. I will ask Mr. Hunter also to act as treasurer of the Committee and to receive a donation of \$500 from myself and \$100 from the Colonial Secretary with which to start the fund (applause). I propose that this Council should vote to the funds a sum equal to that obtained from private subscriptions (applause). As regards further assistance from the Government, I should like the Committee to consider whether any scheme by which the Government would lend money on security but without interest for the rebuilding of native craft should be adopted; and to consider also whether such a scheme would be helpful to junk owners, and not unduly onerous on the Government. They will have to bear in mind that the Government losses have been heavy and it would be ineffectual for the Government to grant money with one hand and to take it away, by additional taxation, with the other.

CONDOLENCES.

In many cases of loss of life all we can do is to give our sympathy, but the Colony will, I am sure, grieve that a French torpedo-destroyer should have been lost while enjoying the hospitality of this port. I took it upon myself to express sympathy to Admiral Richard, the Commander-in-Chief of the French fleet in the Far East, and I have received a telegram in reply saying how deeply the expression had touched the whole of the French Far Eastern fleet.

The Council will forgive me if I have to refer for a moment to a personal loss as well as a public loss. I fear that there are no grounds for hope that we shall ever again see Bishop Hoare. He was a man we all respected, and whom those amongst us who knew him well loved well. I am sure the Council and the public sympathise deeply with his bereaved wife and children.

FROM SIR HENRY BLAKE.

The Colony has in its turn received sympathy. Sir Henry Blake has telegraphed from Kandy:

"I desire to express deep sympathy with the people of Hongkong in the serious calamity repeating the disaster of 1874."

MACAO'S REGRET.

The Governor of Macao has telegraphed: "Macao. Son Excellence, Governor:

"Je prie votre Excellence de vouloir bien accepter l'expression de ma sympathie et

sincères condoléances par la catastrophe que a touché Hongkong."

"Governor."

The Secretary of State has telegraphed:

"Your telegram of the 18th September received with great regret. I especially deplore the great loss of life which it has caused. I shall be glad to learn further particulars and full details of the measures taken for relief of the sufferers. I would wish to express on behalf of His Majesty's Government their sympathy with the community of Hongkong at its great disaster."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"Elgin."

THE KING'S MESSAGE.

"Lord Elgin has also sent the following message which I shall ask you to receive standing:

"I am directed by His Majesty the King to express the

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM STEAMERS DUE
GLASGOW and LIVERPOOL "MENELAUS" 27th September.
GLASGOW and LIVERPOOL "NINGCHOW" 27th "

HOMEWARD.

FOR STEAMERS TO SAIL
LONDON, AMSTERDAM & ANTWERP "CYCLOPS" 25th September.
HAVRE, ROTTERDAM & L'POOL "KINTUCK" 30th
Taking cargo for Liverpool at London rates.
Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, and "NINGCHOW" 29th September.
NAGASAKI, KOBE and YOKOHAMA

WESTWARD.

FROM STEAMERS DUE
TACOMA, SEATTLE, VICTORIA and
PACIFIC COAST

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th September, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS

TO SAIL

SHANGHAI "SHAOSHING" 22nd September.
TIENTSIN "LIANGCHOW" 22nd "
YOKOHAMA and KOBE "CHINGTU" 22nd "
MANILA "TEAN" 25th "
SHANGHAI "KIUKIANG" 27th "
SHANGHAI "YOCHOW" 28th "

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th September, 1906.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon armchairs—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

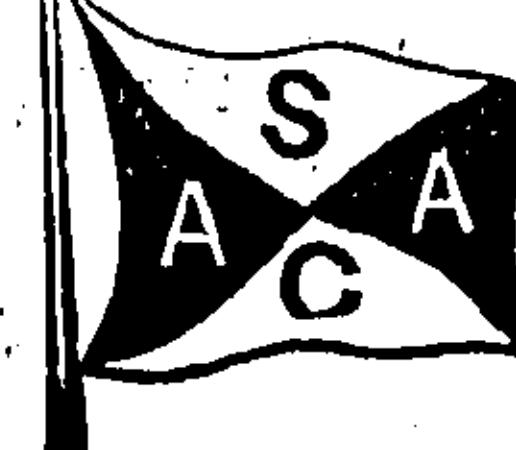
Steamship	Tons.	Captain.	For	Sailing Dates.
TAILO	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 22nd Sept., at Noon.
TAIRO	2540	R. Rodger	"	SATURDAY, 29th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOME & CO.,
GENERAL MANAGERS.

Hongkong, 15th September, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship "SOUTH AMERICA" 10th October.

For Freight and further information, apply to

SHEWAN, TOME & CO.,
General Agents.

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.

Hongkong, 22nd July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS DESTINATIONS TO SAIL
BRISGAVIA SHANGHAI, KOBE AND YOKOHAMA 28th September.
* HABSBURG SHANGHAI, YOKOHAMA AND KOBE 29th September.
SEGOVIA YOKOHAMA AND KOBE Beginning of October.
SITHONIA SHANGHAI, KOBE AND YOKOHAMA 14th October.
C. FERD. LAEISZ SHANGHAI, YOKOHAMA AND KOBE 28th October.
ANDALUSIA SHANGHAI, KOBE AND YOKOHAMA 13th November.
AMBRIA SHANGHAI, YOKOHAMA AND KOBE 22nd November.

HOMEWARD.

LIBERIA HAVRE AND HAMBURG, Kiel 26th September.
SENEGAMBIA HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO 2nd October.
SUEVIA HAVRE, BREMEN AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO 16th October.
* HABSBURG NAPLES, HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO 30th October.
BRISGAVIA HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO 13th November.
SITHONIA HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO 27th November.
RHENANIA HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO 11th December.
von Hoff

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no. bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc. The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG," s.s. "Hohenstaufen," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

DAPHNE NAGASAKI AND VLADIVOSTOCK Beginning of October.
KOWLOON SHANGHAI AND CHINKIANG To follow.
LYDIA SHANGHAI AND CHINKIANG To follow.
Taking cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

For steamers of the Coast Service marked to SIEMSSON & CO.

Hongkong, 20th September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On
MANILA LOONGSANG* FRIDAY, 21st Sept., 4 P.M.
SANDAKAN MAUSANG* FRIDAY, 21st Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA, POOKSANG* SATURDAY, 22nd Sept., 3 P.M.
TIENTSIN VIA SWATOW & CHEFOO, CHIPSHING* SUNDAY, 23rd Sept., Daylight.
SHANGHAI KWONGSANG* MONDAY, 24th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA, KUTSANG* THURSDAY, 27th Sept., 3 P.M.
These steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on bills of lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Taking cargo on through bills of lading to Chefoo, Tienhsin, Newchwang and Yangtze ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 20th September, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN," Captain St. John George, will be despatched for the above ports, on SATURDAY, the 29th instant, at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, etc., throughout the voyage.

This steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamer has splendid accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to K. MATSDA, Manager, York Building.

Hongkong, 11th September, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
in each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPENSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,

Hongkong.

JAPAN'S NEW AMBASSADOR
TO ENGLAND.

BY SATORI KATO.

A military achievement may often exhibit a brilliant spectacle, but diplomacy is intricate and generally complex, its result being seldom visible. No diplomacy was at one time successful without an adequate force behind to meet eventualities. In this enlightened age, nevertheless, militarism alone can hardly prevail unless a discreet craft in diplomacy precedes, accompanies, and ends it. Recently, in the Extreme East, a number of momentous problems that might have menaced the world's peace were in behalf of humanity solved with patience and fortitude by the statescraft of a single man—Baron Komura, the late Foreign Minister of Japan.

In the Katsura Administration he was the ruling mind. Many things pertaining to Japan's public affairs have yet to be known in Europe. Quite a few bureaux under each department of the Government separately conduct their business nominally in the name of the Minister, but the Foreign Minister is the man who personally discharges most of his duties. The gravity of the situation in Manchuria gave Baron Komura a splendid opportunity. The uncompromising attitude and dilatory tactics of Russia intensified popular indignation in Japan beyond control. The seven "Jingo" professors of the Imperial University of Tokyo, who are masters of international law, made their representations to the Government, urging them to take prompt action in regard to Manchuria, and their unhesitating expressions stirred up the whole country. In consequence of a resolution passed under strange circumstances, and embodying a censure on the Government for a want of decisiveness on the Manchu question in a reply to an Address from the Throne, a dissolution of the Japanese Lower House took place. The veteran Admiral, Count Kawamura, in spite of his illness, vehemently insisted in the Privy Council upon a resolute policy in connection with the Russian negotiations. At that time, prior to the memorable February 8, 1904, from all parts of Japan the people petitioned the Government to accept their donations for military expenditure. The Japanese nation was then prepared to meet an inevitable outcome; but there was the Foreign Minister, Baron Komura, who kept the issue of the nation's fate in his own council. The Japanese world had become more or less sickened at his "slowness."

</

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Capt. J. H. Hide, R.N.R., carrying 1,150 passengers, will be despatched from this port on SATURDAY, the 22nd September, at noon, taking Passengers and cargo for the above Ports in connection with the Company's S.S. China, 7,012 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Adria, due in London on the 3rd November, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 8th September, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
 Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

pledger * 3,752 F.G. Purington 21st Sept.
 Lura * 4,417 G. V. Williams 29th Oct.
 Savanum 9,000 E. V. Roberts 24th Oct.
 Tremont 9,000 T. W. Garlick

* Cargo only.

CHEAP FAIRS, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 20th September, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK,
 VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship. About

"ERROLL" 9th October.

For Freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 13th September, 1906.

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

\$22.50

20.00

16.75

20.00

12.50

10.50

20.00

13.75

20.00

16.00

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 15th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDORE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$10,250,000 \$50,000	\$1,712,472	\$1.15; @ Ex. 2/1/16=\$1.67 for first half-year 1906	54 %	\$800 London £93.10/-
National Bank of China, Limited	10,925	\$7	\$6	\$12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1903	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	61 %	\$325 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,100,000 \$10,000 \$10,000	Th. 302,053	Interim div. of 7% @ ex 1/10 15/16 Th. 2.62 on account 1905	6 %	Th. 874 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,331,131 \$1,152,844	\$2,792,271	Interim div. of \$30 for 1905	41 %	\$785 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$61,757 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	81 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,250,928	\$422,618	\$25 for 1904	74 %	\$327 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,144,386	\$1,6563	\$1 1/2 for 1905	61 %	\$24
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$164,638	Nil	\$3 1/2 for year ended 30/11/05	71 %	\$47
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,020,000	\$5,464	\$1 for 1st half-year 1906	71 %	\$27 sellers
Hongkong, Canton & Macau Steamship Co., Ltd.	10,000	\$15	\$15	\$1,120,000	Th. 2,412	10/- @ ex 2/1/16=\$1.69	61 %	\$74
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$1,399	Th. 23,156	Interim div. of Th. 2 1/2 a/c 1906	9 %	Th. 56 sales
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	\$15	\$15	\$1,400,000	Th. 107,815	Interim div. of Th. 1 1/2 for 1905	61 %	Th. 50 buyers
Stell Transport and Trading Company, Limited	100,000	\$1	\$1	\$1,144	\$218	\$1.50 for year ending 30/4/1906	31 %	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,057	Th. 305,479	\$1.50 for year ending 30/4/1906	31 %	\$20
Yaku Tug and Lighter Company, Limited	10,000	Th. 50	Th. 50	Th. 18,000 Th. 81,200	Th. 13,913	Interim div. of Th. 2 account 1906	9 %	Th. 45 buyers
INDUSTRIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$850,000	140,914	Final of \$15 making \$35 for 1905	151 %	\$158 buyers
Union Sugar Refining Company, Limited	7,000	\$100	\$100	none	Th. 512,588	\$3 for 1907	...	\$22 sellers
Java Sugar Cultivation Company, Limited	7,000	Th. 50	Th. 50	Th. 100,000	Th. 3,723	Th. 24 for year ending 30/9/04	...	Th. 85 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	\$1	\$1	\$80,000	Th. 13,355	1/1 (No. 6) interim div. for 12 months ending 28/2/06	7 %	Th. 10 sellers
Central Consolidated Mining Company, Limited	50,000	\$10	\$10	\$26,011	Th. 509,050	Final of 50 cents making \$1 for 1905	7 %	G. \$14 nominal
South Australian Gold Mining Company, Limited	50,000	\$1	\$1	none	Dr. 18,245	No. 12 of 1/-=8 cents	...	\$8
DOCKS, WHARVES & GODDOWNS.								
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	Th. 50	Th. 50	\$550,000 \$61,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 %	\$100
Long and Whampoa Dock Company, Ltd.	10,000	\$100	\$100	\$49,500	392,087	\$6 for first half-year ending 30/6/06	81 %	\$145 buyers
Cow Amoy Dock Company, Limited	10,000	Th. 50	Th. 50	\$88,000	2,221	\$1 for 1905	51 %	Th. 18 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Th. 100	Th. 100	Th. 1,000,000	Th. 3,997	Final of Th. 4 making Th. 8 for 1905/6	71 %	Th. 240 ex d. sa.
Langhaf and Hongkew Wharf Company, Limited	32,000	Th. 100	Th. 100	Th. 57,005	Th. 57,065	Interim div. of Th. 8 on account 1906	51 %	Th. 225 buyers
Wangtsze Wharf and Godown Company, Limited	7,500	Th. 100	Th. 100	Th. 30,000	Th. 5,668	Th. 18 for 1905	8 %	Th. 102
LANDS, HOTELS & BUILDINGS.								